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archeological survey report
examination and evaluation of
sixteen proposed construction localities
december 1988

ACADIA NATIONAL PARK and
ST. CROIX NATIONAL MONUMENT

MAINE



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ARCHAEOLOGICAL SURVEY REPORT

**EXAMINATION AND EVALUATION OF SIXTEEN PROPOSED CONSTRUCTION
LOCALITIES**

**Acadia National Park and St. Croix Island National Monument
Maine**

Package No. ACAD 287B-42

**by
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**United States Department of the Interior
National Park Service
Denver Service Center
Eastern Team
Applied Archeology Center
Rockville, Maryland
1988**

ABSTRACT

From May 16 through 20, 1988, a three person crew from The American University Cooperative Park Studies Unit performed a preliminary archeological reconnaissance of sixteen construction locales. These locales were situated within Acadia National Park and within St. Croix Island National Monument. This survey was largely confined to an examination of existing and proposed roadway, amounting to some 28,638.79 feet of road corridor. Both surface inspection and subsurface testing were employed. The fieldwork was hampered throughout by a virtually continuous rain from the start to the end of the project. No significant cultural resources were identified within the proposed construction zones.

ACKNOWLEDGEMENTS

A number of individuals are to be thanked for their support. Lysbeth Acuff, currently Chief Archeological Curator for the State of Virginia, ably supervised the field crew. William Batterman and Larry Moore, both formerly with The American University Cooperative Park Studies Unit for Archeology, provided their normal high level of field support. Dr. James Mueller of the Denver Service Center Applied Archeology Center and Dick Ping Hsu, North Atlantic Regional Archeologist, supplied review comments on the draft report. Dana Linck, also of the Applied Archeology Center, contributed background materials and general insights on previous archeological work conducted in Acadia National Park.

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INTRODUCTION

Project Description

The project discussed in the present report consists of sixteen areas, falling within the boundaries of Acadia National Park and of St. Croix Island National Monument in Maine (Figure 1). Fifteen of the areas lie within Acadia National Park (Figure 2), thirteen of these on Mt. Desert Island and two on Schoodic Peninsula. The sixteenth area falls within St. Croix Island National Monument.

Most of the proposed construction (Table I) consists of either the improvement or the development of roadway. Two segments of the construction entail the development of new parking facilities, the Visitors Center and Great Head Parking Area.

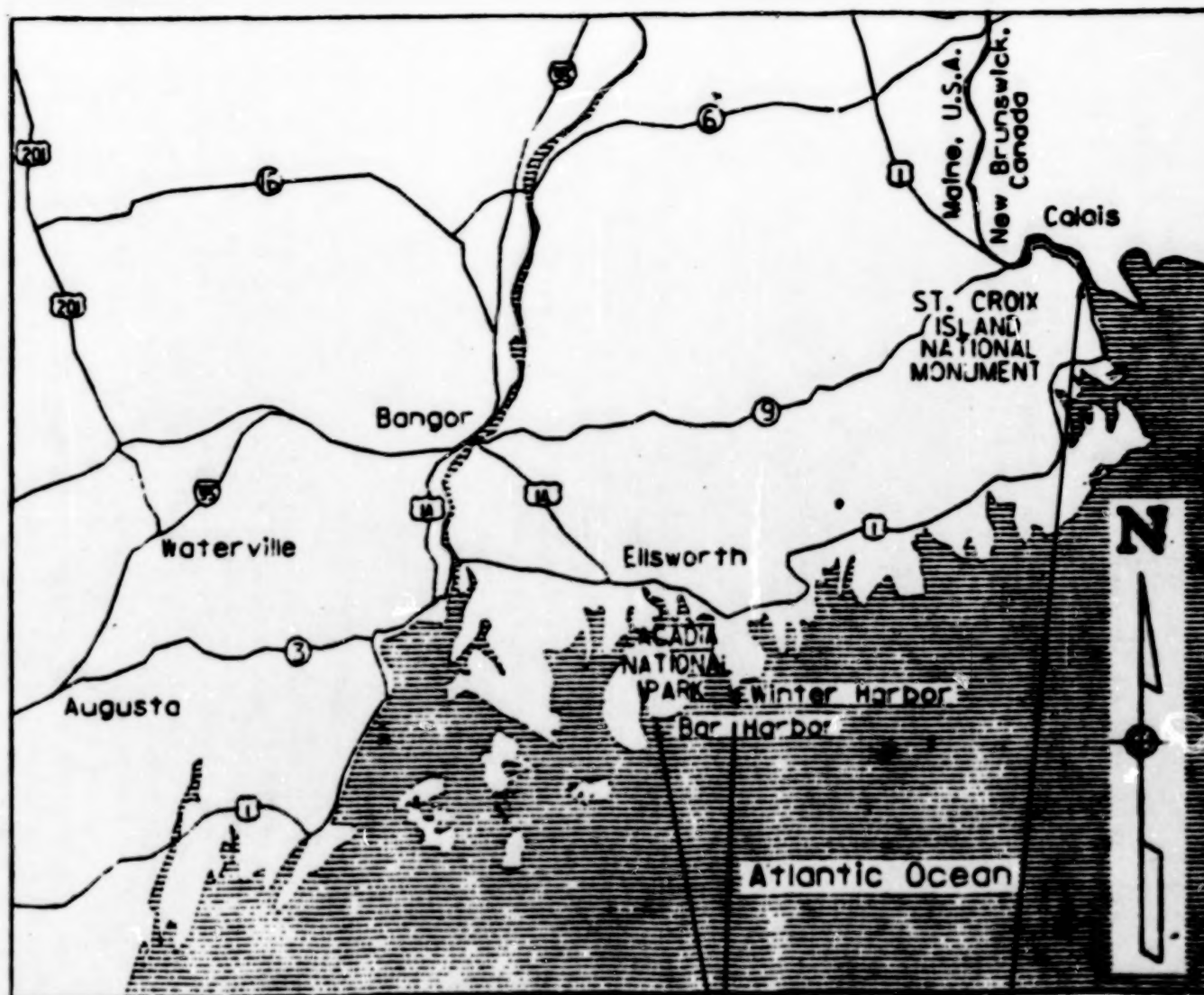
BACKGROUND RESEARCH

Introduction

Given the nature of the present work, a search of only secondary background sources was made. These documents fell into four general categories: (1) generalized surveys of park property, (2) extensive research and excavation of specific sites within the park, (3) construction-related testing of specific park locales, and (4) relevant non-park, Maine archeological studies. These materials were examined, first, to identify known cultural resources which might be affected by the proposed construction and, second, to define criteria for more effectively detecting unrecorded cultural resources.

General Surveys of Acadia National Park

A number of general archeological surveys have been conducted of the park. Wendell S. Hadlock (1963) prepared a summary of known historic and prehistoric sites on Mount Desert Island, Stave Island, Little Cranberry Island, Great Cranberry Island, Bartlett's Island, Pond Island, Swan's Island, Burnt Island, Kimball Island, York Island, and Isle Au Haut. He, also, reported on sites found along the inland coast of Frenchman Bay. David Sanger (1974) presented archeological data on 11 sites along the shoreline of Mount Desert Island, Schoodic Peninsula, and Isle Au Haut. Barbara A. Johnson and David Sanger (1977) documented additional data on 19 archeological sites on Mount Desert Island, Schoodic Peninsula, and Isle Au Haut. Patricia E. Ruberstone, Peter F. Thorbahn, et al. (1979)



PROJECT PRA-SACR 100(1)
PROJECT PRA-ACAD 12(2), etc.

Figure 1. General Location Map (Extracted and Enlarged from F.H.W.A. 1988:Sheet 1).

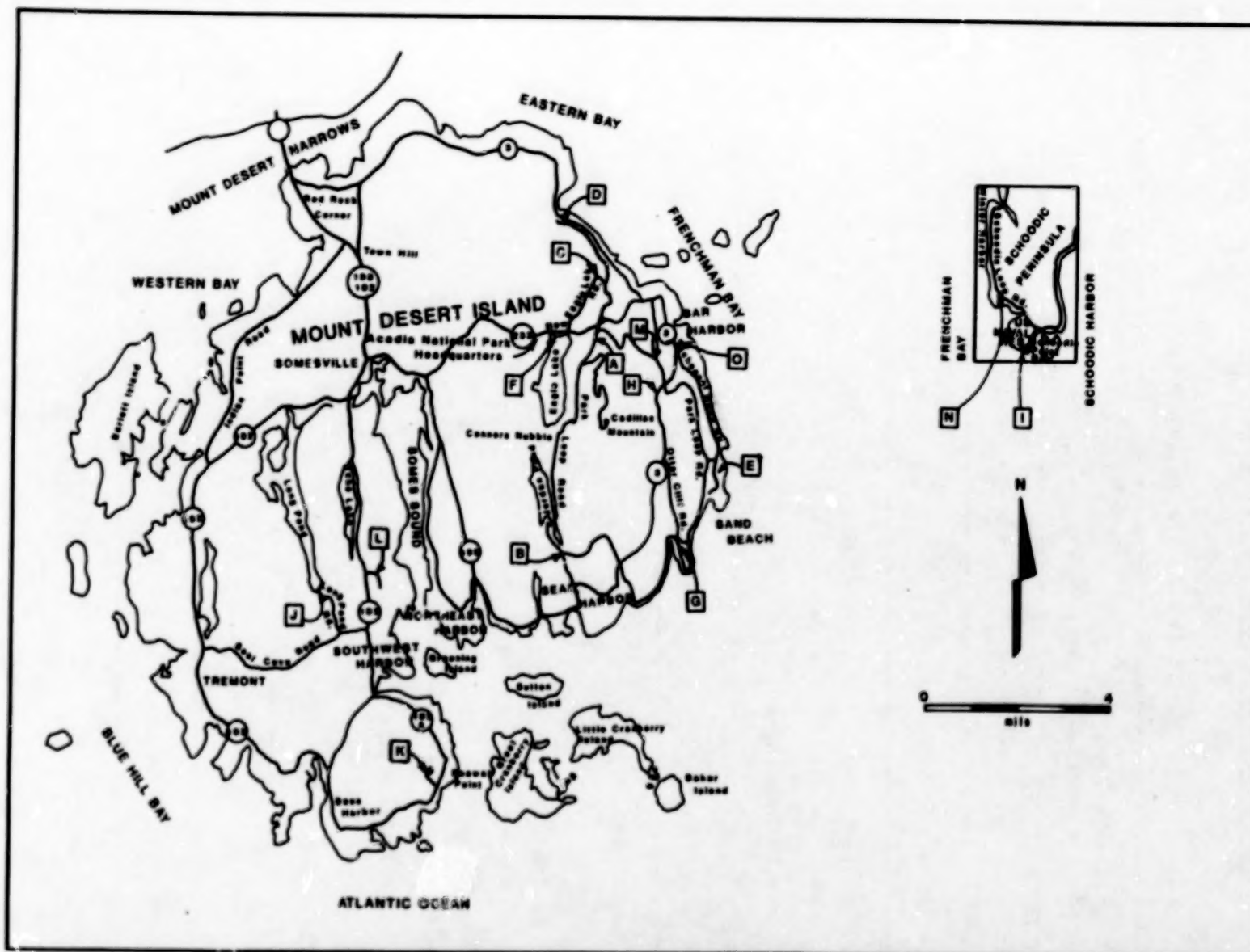


Figure 2. Map of the Project Areas (Adapted from F.H.W.A. 1988:Sheet 2): (A) Paradise Hill Road Intersection (B) Confusion Corner Intersection (C) New Eagle Lake Road (D) Visitor Center (E) Great Head Parking Area (F) Eagle Lake Boat Launch (G) Fish House Road (H) Tam Parking Area (I) Schoodic Point Road (J) Pump House Parking Area (K) Seawall Group Campground (L) Carroll Farm Access Road (M) Ledgeslawn Avenue Intersection (N) Schoodic Loop Road and (O) Old Farm Road.

TABLE I. SUMMARY OF ARCHEOLOGICAL INVESTIGATIONS.

PROJECT NAME	PROJECT LENGTH (FT.)	SURFACE INSPECTION	NO. S.T.P.	TOTAL EXC. (CU. FT.)
Park Loop Road & Paradise Hill Road Intersection	20,099	X	NA	NA
Confusion Corner Intersection	776	X	10	8.0
New Eagle Lake Road	370	X	NA	NA
Visitor Center	997	X	33	20.2
Great Head Parking Area	232	X	18	11.7
Eagle Lake Boat Launch	NA	X	NA	NA
Fish House Road	460	X	NA	NA
Tarn Parking Area	222	X	NA	NA
Schoodic Point Road	50	X	NA	NA
Pump House Parking Area	179	X	NA	NA
Seawall Group Campground Road	1,265	X	NA	NA
Carroll Farm Access Road	1,288	X	28	18.6
Ledgelawn Avenue Intersection	256	X	1	1.2
Schoodic Loop Road	490	X	NA	NA

TABLE I. CONT.

PROJECT NAME	PROJECT LENGTH (FT.)	SURFACE INSPECTION	S.T.P. NO.	TOTAL EXC. (CU. FT.)
Old Farm Road	1,445	X	NA	NA
St. Croix Island N.M. Road	510	X	NA	NA
TOTAL	28,639	X	90	59.7

performed a documentary and informant survey and identified 52 archeological sites on Mount Desert Island; 14, on Schoodic Peninsula; and 9, on Isle Au Haut. Victor T. Mastone and Alan E. Strauss (1979) examined 34 parcels, which had been listed for land exchange, for cultural resources. Diane Kopec (1987) performed both a documentary and field reconnaissance to study prehistoric sites around Frenchman Bay.

Intensive Archeological Studies of Specific Sites

Extensive archeological studies have been reported from two sites within the general project area: (1) Fernald Point (Sanger and Johnson 1980) on Mount Desert Island and (2) St. Croix Island (Gruber 1969). David Sanger presented environmental and historic background data, as well as documented excavations of a prehistoric shell midden site. His work uncovered several human burials, a housepit, faunal materials, and artifacts dating from c. 3000 B.P. to perhaps c. 500 B.P. Jacob Gruber prepared a general historical background on Champlain's 1604-1605 settlement of St. Croix Island and a description on his archeological examination of prehistoric and historic features.

Construction-Related Archeological Testing

Several investigations related to archeological testing of proposed construction areas have been conducted. Kathleen Fiero (1978) tested areas on Thompson Island, Sand Beach, Thunder Hole, Sieur de Monts Spring, and McFarland Hill. No cultural resources were located at the first three locales. Features probably associated with the 1930s Civilian Conservation Corps were identified at McFarland Hill.

Two brief studies were performed during restoration work at the Carroll House (c. 1825). Thomas Mahlstedt (1980) conducted archeological testing and monitoring for the installation of a drainage system. Dick

Ping Hsu (1986) excavated two test pits and sifted construction backfill soils during foundation restoration. His work documented changes in soil stratigraphy associated with the initial construction.

Dana Linck (1982) tested the site of the former Jordon Pond House (c. 1847) during the planning stage for a proposed parking area. Five test units were excavated. Several small barrow pits, trash deposits, and septic tank features were detected. The recovered artifacts dated primarily to the late nineteenth/early twentieth century.

Archeological investigations for proposed visitor facilities at the Fabbri Memorial were initiated in 1983 (Rhodes and Naglich 1985) and archeological monitoring was conducted during the actual construction in 1984 (Rhodes 1986). Features and artifacts found were associated with pre-nineteenth century historical occupations, with a nineteenth century summer home (later converted to the Mount Desert Island Country Club), and with the World War I Otter Cliffs Naval Radio Station.

In 1984 and again in 1985, archeological surveys were performed at a number of locations: (1) the Eagle Lake, Bubble Rock, Bubble Pond, Parkman Mountain, Ikes Point, and Jordan Pond Overflow parking areas, (2) a portion of Seal Cove Road, (3) a segment of the Day Mountain Carriage Path, (4) the Ikes Point Road, and (5) the Park Loop Road above Hunters Point. No significant cultural resources were identified.

Relevant Comparative Archeological Data from Maine

Several recent studies provide insight into prehistoric settlement patterns and chronology along the coastal and riverine environments. The earliest or Paleo-Indian Period is described in two reports on interior sites, Vail (Gramly 1982) and Michaud (Spiess and Wilson 1987). Later periods are discussed in studies on sites along the Gulf of Maine (Sanger 1982), Penobscot Bay (Spiess and Hedden 1983; Spiess, Bourque, and Cox 1983), the Damariscotta River (Sanger and Sanger 1986), and the Piscataquis River (Peterson et al. 1986).

FIELD METHODOLOGY

The field method consisted of essentially two stages. During the first stage, a visual inspection of the surface was made to detect indications of the nature and level of any prior ground disturbances. Such areas of identified disturbance were not examined further. During the second stage, those sectors which appeared to be relatively intact were investigated by subsurface testing. This testing consisted of map spotted transect lines with systematically spaced shovel test pits, the intervals varying according to the potential for cultural resources. Previously placed survey stakes, as well as topographic and cultural fea-

tures, were employed to locate the transect lines. Test unit intervals were determined by pacing.

Each subsurface test unit was approximately 1 foot in diameter and 1 foot in depth. All excavated soils were sifted through 1/4-inch mesh hardware cloth. Records on soil profiles, including depth of each strata, soil texture, and Munsell soil color were maintained.

General photographs of each project locale were made. Construction drawings were annotated to depict the locations of "newly proposed" ground disturbance.

DESCRIPTION OF PROJECT SECTORS

Park Loop Road and Paradise Hill Road Intersection

Cultural Background

Examination of cultural resource base maps and of archeological survey reports revealed no records on either prehistoric or historic sites within the project area.

Proposed Construction

The proposed construction along the Park Loop Road and the Paradise Hill Road Intersection affects 20,099 feet of roadway (F.H.W.A. 1988:Sheet 14). Of this work, 2975 feet consist of constructing paved 4-foot wide shoulders along the roadway. In addition, the existing island at the Paradise Hill Road Intersection (Figure 3) is to be slightly reoriented and is to be expanded toward the east. The work along the remaining stretch is to be confined to the existing paved roadway.

Archeological Investigation

An archeological surface inspection of the areas to be impacted was conducted. All of these areas were found to have been previously disturbed during the construction of the existing road as well as by the road's subsequent use. No additional investigation, therefore, was performed.

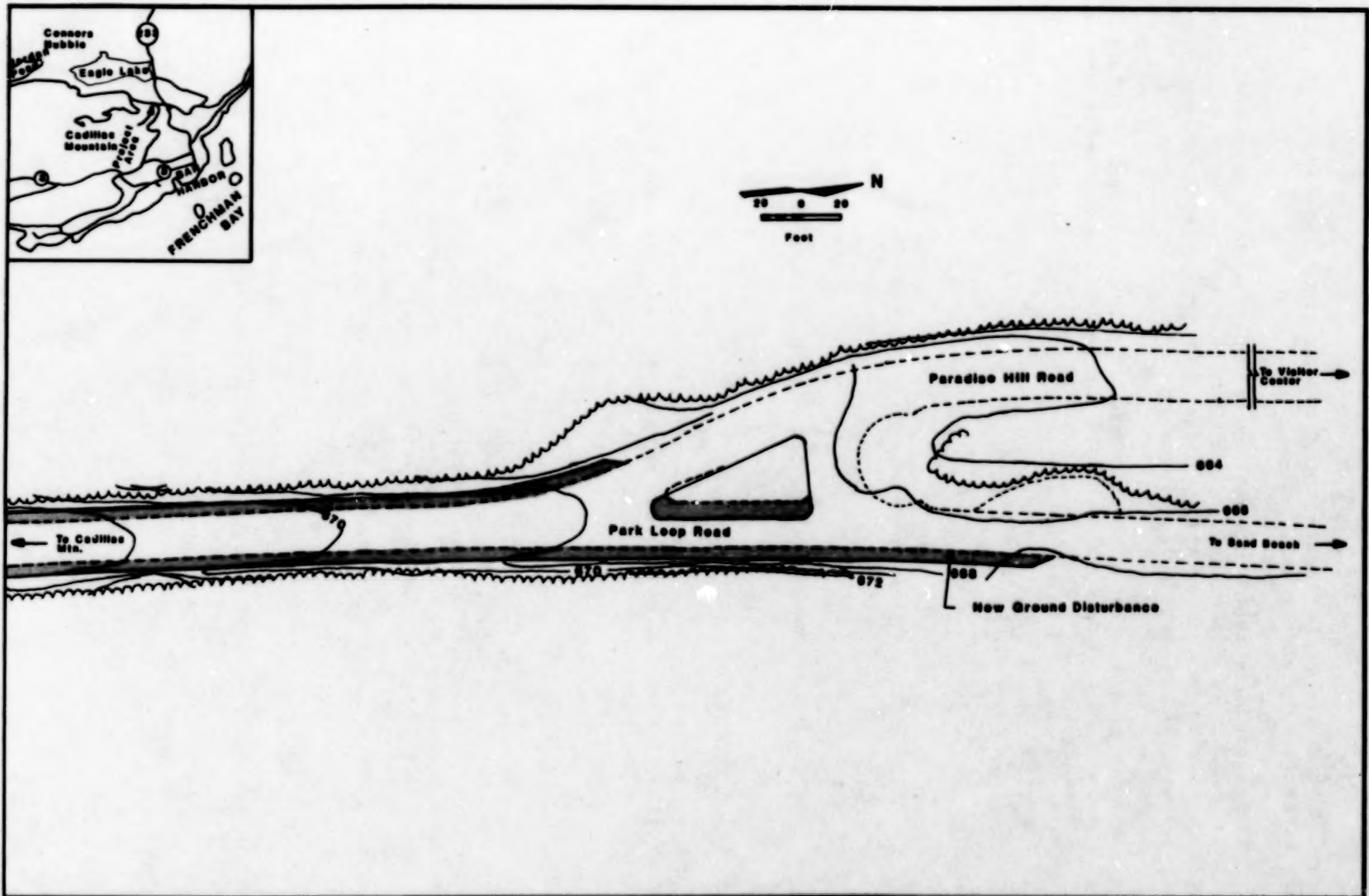


Figure 3. Paradise Hill Road Intersection Construction Plan (Modified from F.H.W.A. 1988:Sheet 17).

Recommendation

Given the nature of the proposed construction and the extent of the prior ground disturbance, no further archeology in association with the current project is recommended.

Confusion Corner Intersection

Cultural Background

Reference to cultural resource base maps and to archeological survey reports yielded no data on either prehistoric or historic sites within the immediate vicinity of the project. A recent topographic map (U.S.G.S. 1971), however, indicates the location of gravel pits to the northeast and southwest.

Proposed Construction

The proposed construction at the Confusion Corner Intersection affects (F.H.W.A. 1988:Sheet 14) 650 feet of main roadway and 126.49 feet of secondary roadway. This construction modifies the existing intersection by creating new intersections between the Stanley Brook Road, the Park Loop Road, and the adjoining gravel secondary roads. The replaced segments of road and of current intersections are to be obliterated.

Archeological Investigation

A combination of surface inspection and of shovel-test-pit subsurface examination was utilized. Ten shovel test pits were excavated at 25-foot intervals along the centerline of the new extension of Stanley Brook Road to Park Loop Road and across it to an existing gravel road (Figure 4). The soil profiles varied along this stretch. Generally, however, the profile had an upper stratum of duff which varied from 0.2 to 0.8 foot in thickness. The underlying stratum was a grayish brown soil which varied in composition from ashy silt to gravelly sandy clay. This stratum ranged from 0.2 to 0.5 foot in thickness. The lowest exposed stratum varied widely from a dark yellowish brown gritty sandy silt to a grayish brown ashy soil to a dark yellowish brown gravelly silty clay to a dark brown silt. No cultural materials were recovered during the subsurface testing. Surface inspection of the two other proposed intersection locales and of the shoulders of the segments of roadway scheduled for obliteration indicated the existence of prior ground disturbance. Hence, no additional archeology was performed in those sectors.

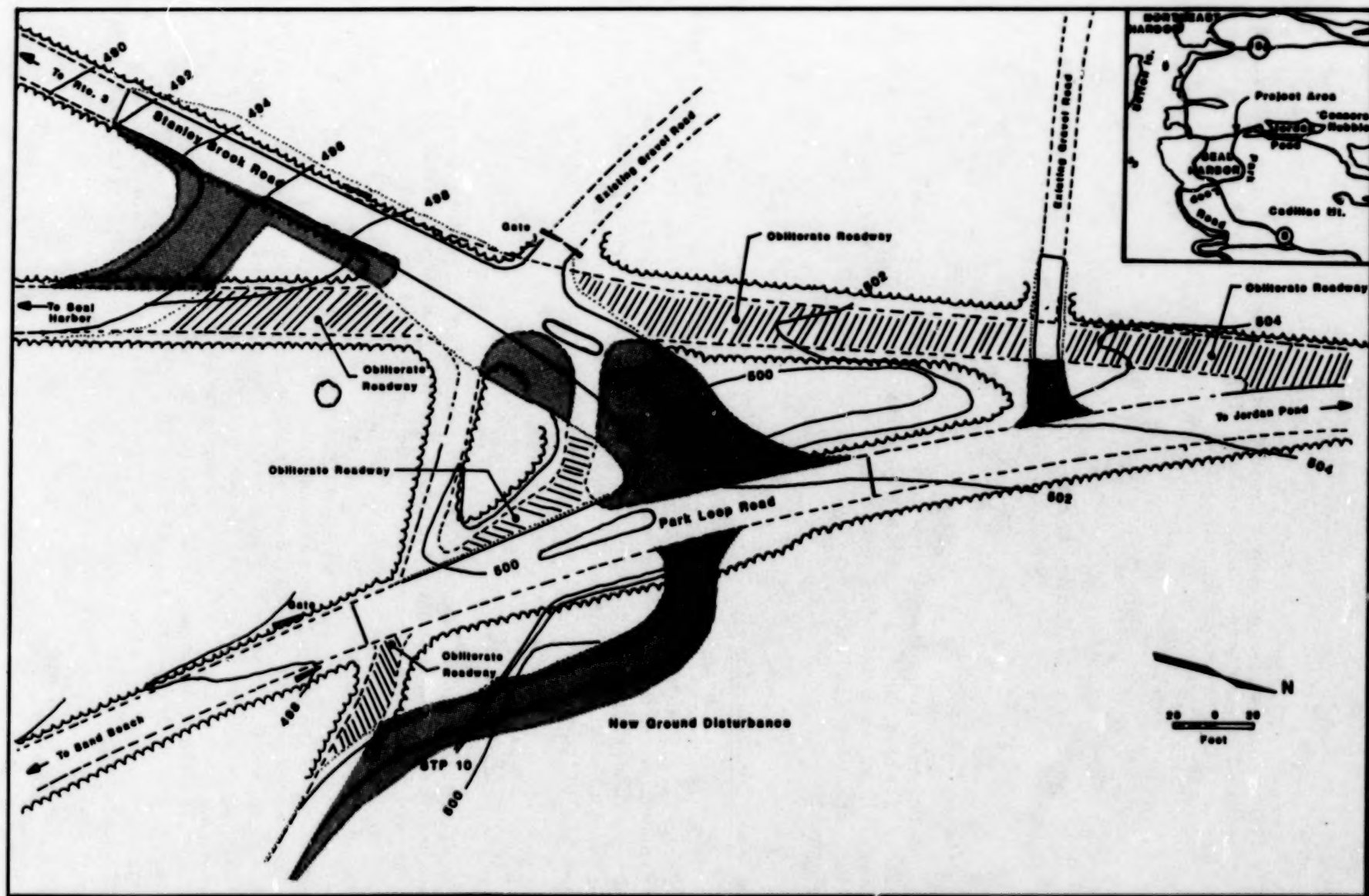


Figure 4. Archeological Site Plan of the Confusion Corner Intersection (Modified from F.H.W.A. 1988:Sheet 18).

Recommendation

Given the negative results of the archeological subsurface testing, the identification of extensive zones of prior ground disturbance, and the nature of the proposed construction, no further archeological activity is recommended for this locale.

New Eagle Lake Road

Cultural Background

Examination of cultural resource base maps and of archeological survey reports indicate no sites within the near vicinity of the proposed construction. The location of this work, however, adjacent to a stream which flows into Frenchman Bay, a short distance to the north, and to several ponds and a marshy area to the south suggests undiscovered prehistoric sites may lie within the general area.

Proposed Construction

The proposed construction (Figure 5) along the New Eagle Lake Road affects 370 feet of existing roadway (F.H.W.A. 1988:14). This work entails an improvement of the current pavement, the replacement of several culverts, and the construction of a paved shoulder along the interior curve of the roadway.

Archeological Investigation

An archeological surface inspection of the construction sector was conducted. This examination revealed extensive prior ground disturbance in the sections which are scheduled to be affected by the proposed construction. Thus, no additional archeological study was initiated.

Recommendation

Given that the proposed ground disturbance falls within the boundaries of the existing-prior-ground-disturbance sector, no further archeological investigation is recommended at this time.

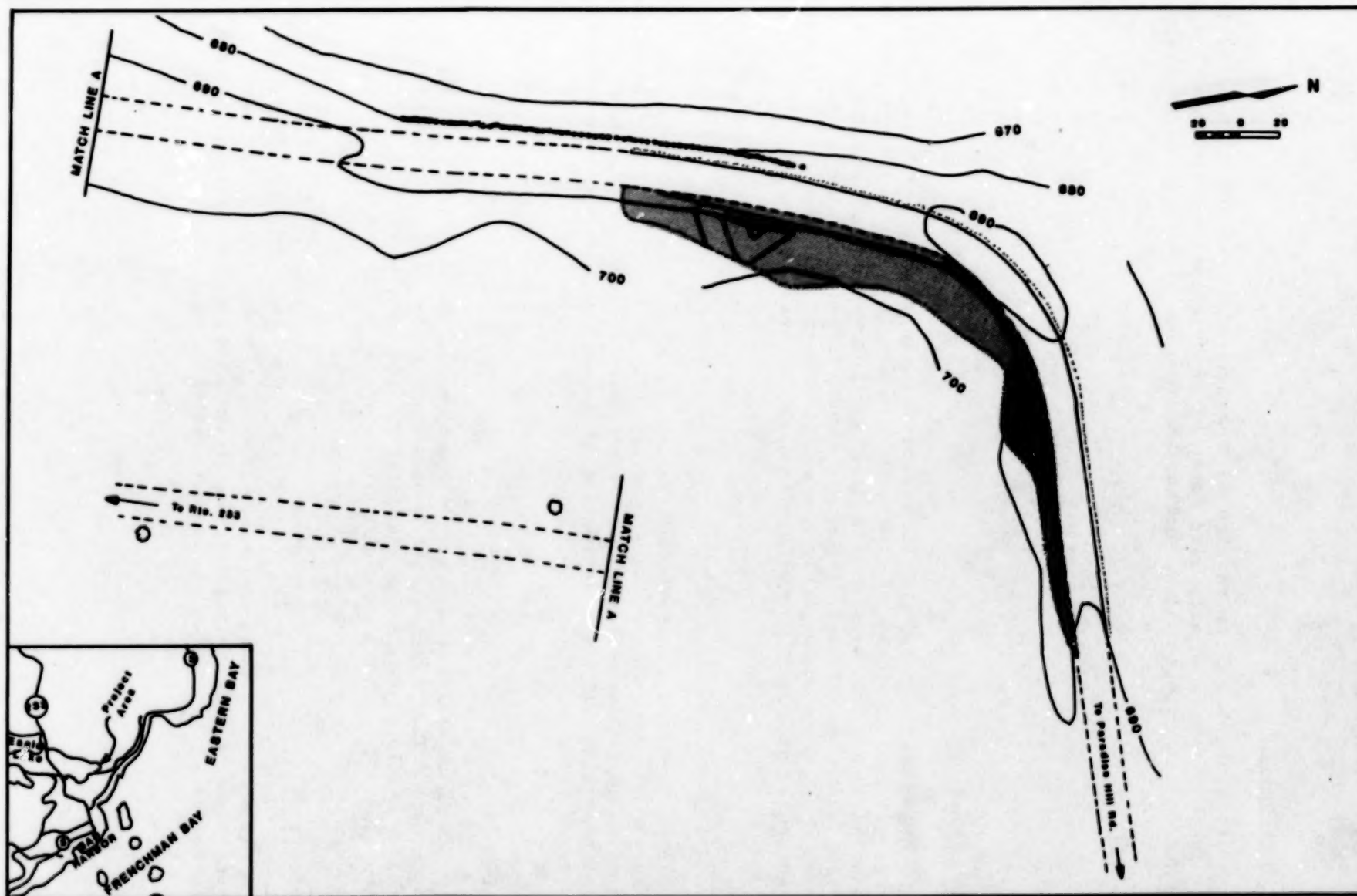


Figure 5. Proposed Construction Along the New Eagle Lake Road (Modified from F.H.W.A. 1988:Sheet 23).

Visitor Center

Cultural Background

Reference to cultural base maps and to archeological survey reports provide no indication of any previously recorded sites within the area of the proposed Visitor Center construction.

Proposed Construction

The proposed construction for the new Visitor Center access facilities encompasses 772.42 feet of roadway, 119.58 of pavement for a bus stall, and 105.00 feet of other parking area (F.H.W.A. 1988:Sheet 14). This construction includes a new access link between Route 3 and the existing Visitor Center parking areas, a new access road to a to-be-built bus stall, a footpath link between the new bus stall and the center, obliteration of replaced intersection roadway, and the expansion of an existing upper parking area (Figure 6).

Archeological Investigation

The archeological examination was conducted in two phases. During the first phase, the entire construction impact area was surface inspected. At the locale of the upper-parking-area expansion (given the extent of the existing ground disturbance and the presence of large, surface rock), no additional archeological investigation was performed at that locale. Along the route of the proposed roadways, although some indications of possible prior ground disturbance were noted, a series of thirty-three shovel test pits were excavated, during the second phase, along the centerline at intervals of 20 feet. The exposed soil profiles were highly variable, showing little uniformity in either color or texture. No cultural materials were retrieved during either phase of the archeological survey.

Recommendations

Given that no indications of significant cultural activities were recovered and that extensive prior ground disturbance was observed, no further archeology is recommended at the present time.

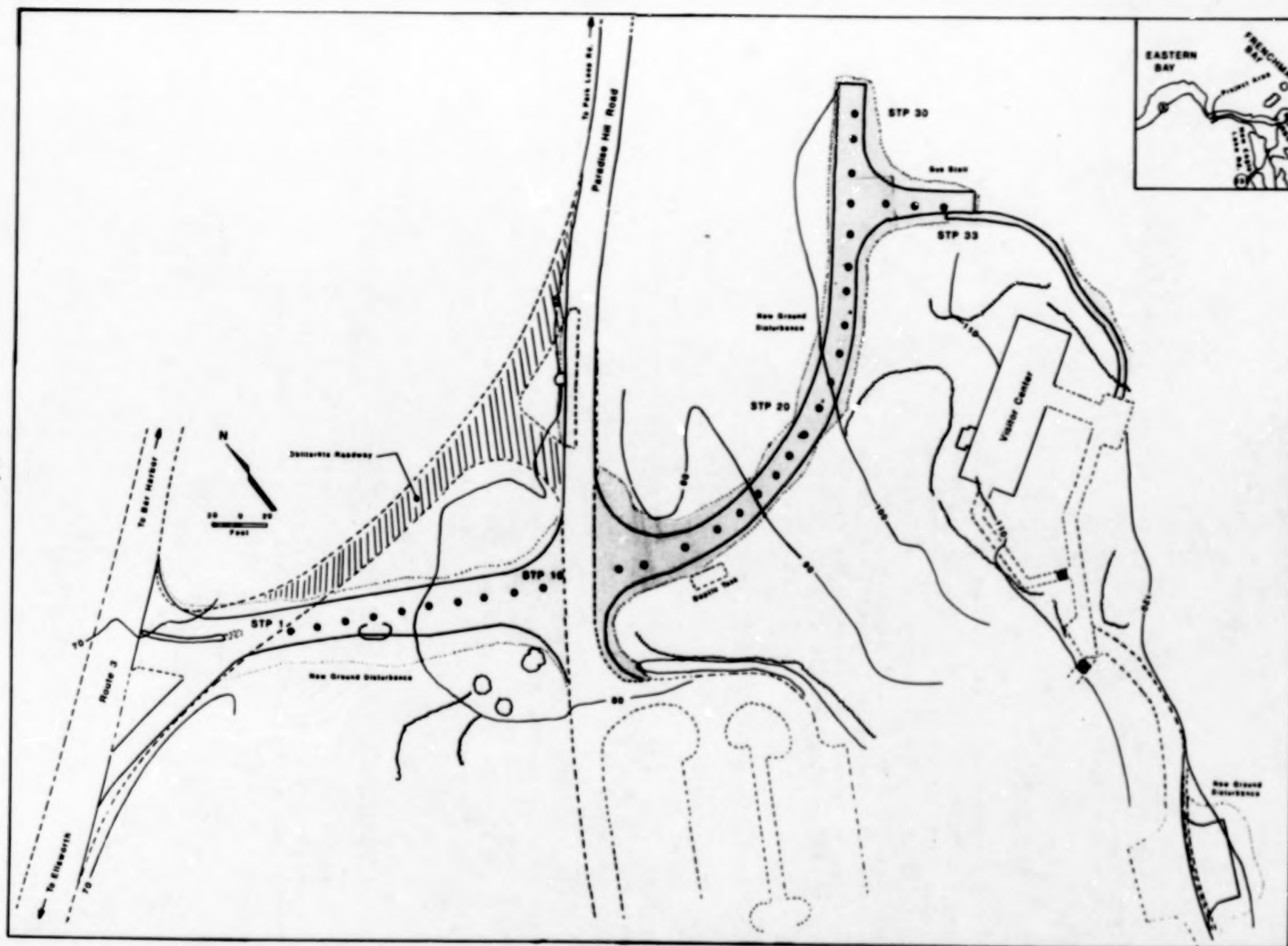


Figure 6. Archeological Site Plan for the Visitor Center Construction (Modified from F.H.W.A. 1988: Sheets 27-29).

Great Head Parking Area

Cultural Background

No archeological sites are noted, on the various cultural resource base maps or in the archeological survey reports, within the immediate vicinity of the proposed construction. The placement of this locale between the Atlantic Ocean to the east and a marshy area and a stream to the west suggests that undiscovered prehistoric sites may lie within the general vicinity. A previously recorded site, Sanger No. 44-48 lies outside of the immediate area but, is only slightly over a half mile to the southwest.

Sanger Site No. 44-48 lies across Newport Cove from the proposed Great Head Parking Area. This site faces the cove and lies along Sand Beach. The University of Maine (Johnson and Sanger 1977:34-35) archeological surveys were conducted in 1974 and again in 1976. Their work included surface inspection as well as the excavation of shovel test pits and of three 50-cm square test units. The recovered materials were confined to flakes. The subsurface tests recovered no artifacts. Erosion damage is evident at this site.

Proposed Construction

The proposed construction (F.H.W.A. 1988:Sheet 14) consists of the development of a 232-foot long parking area to accomodate seventeen cars. This construction straddles an existing foot trail and lies within a wooded, wet area (Figure 7).

Archeological Investigation

After an initial surface inspection of the impact sector, two linear transects were placed parallel to and along the length of the proposed parking area. The first transect contained 8 shovel test pits; the second transect contained 10 shovel test pits. These tests were placed at 20-foot intervals. The exposed soil profiles were generally comprised of an upper stratum of duff, about 0.4 foot thick. The underlying stratum had a texture which ranged from silt to sandy or gravelly silt. The color was highly variable, shifting from reddish brown to dark brown to grayish brown to dark gray to very dark gray to dark yellowish brown. No cultural materials were retrieved.

Recommendation

Given the absence of any indication of cultural presence at the proposed construction locale, no further archeology is recommended in conjunction with the current construction program.

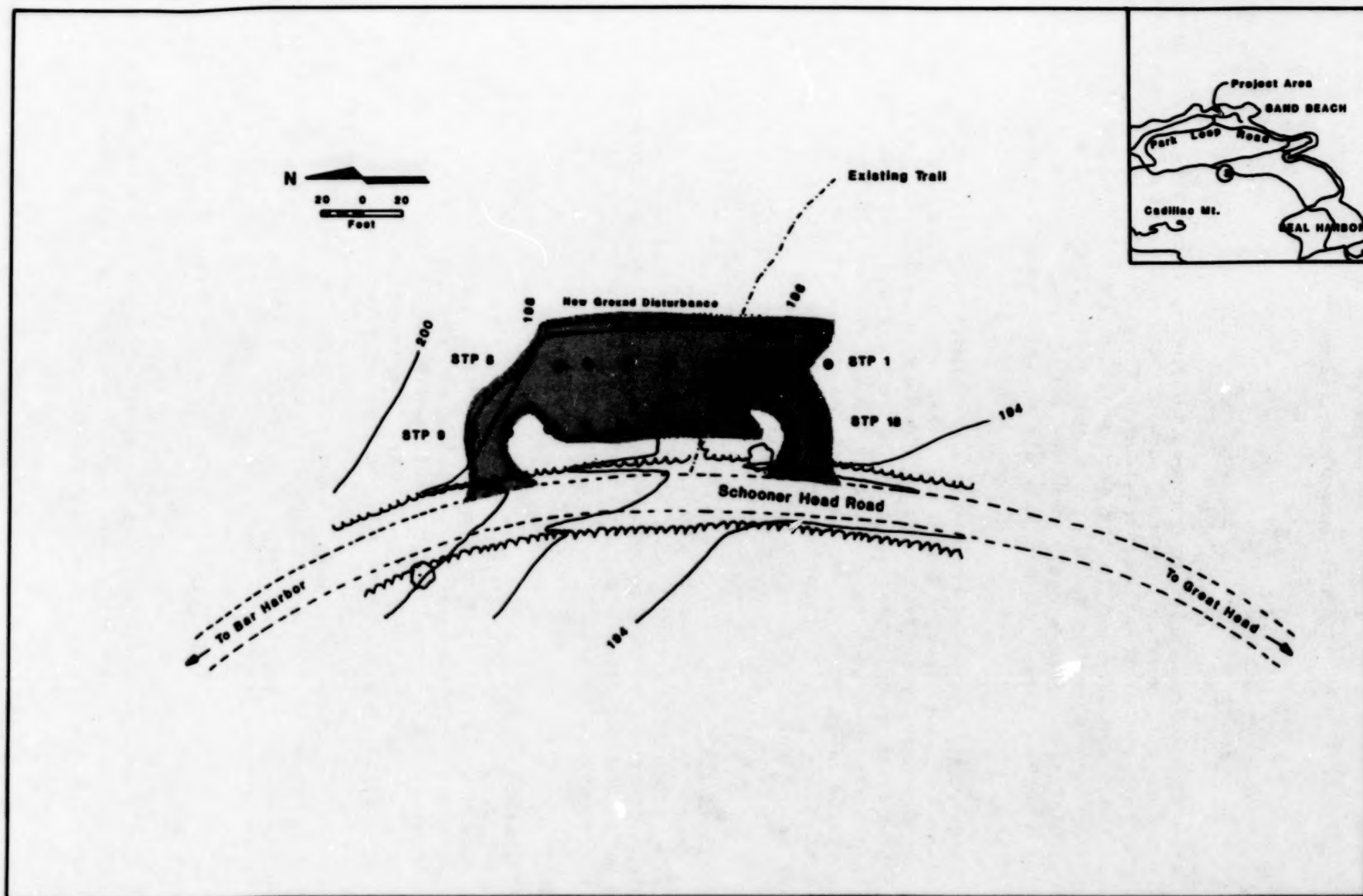


Figure 7. Archeological Site Plan for the Great Head Parking Area (Modified from F.H.W.A. 1988:Sheet 36).

Eagle Lake Boat Launch

Cultural Background

The sole cultural resource which has been previously identified is the carriage road which traverses the proposed construction.

Proposed Construction

The construction proposed for the Eagle Lake Boat Launch consists largely (Figure 8) of the installation of a ground-level, concrete cut-off wall. This wall is set about 1 foot back of the edge of the existing asphalt pavement and does not intrude onto the path of the carriage road.

Archeological Investigation

The proposed construction area was surface inspected. This examination revealed that the construction area had been previously heavily disturbed. The carriage road south of the construction area had, also, been modified by past boat launch use. Given the low level of the proposed work and the extent of the existing ground disturbances, no additional investigation was pursued.

Recommendations

Given the limited proposed construction and the extensive ground disturbance of the vicinity, no further archeology is, at this time, recommended. As to the proposed design, Douglas Comer, Chief of the Applied Archeology Center, recommends that plans should be incorporated for reconstruction of the carriage path to enhance the visitor experience at Eagle Lake.

Fish House Road

Cultural Background

No sites have previously been recorded for the project area.

Proposed Construction

The proposed construction (Figure 9) consists of 3 main elements: (1) widening the entryway leading to the turnaround at the end of Fish House Road, (2) formalizing the parking area at this location, and (3) adding a concrete boat ramp.

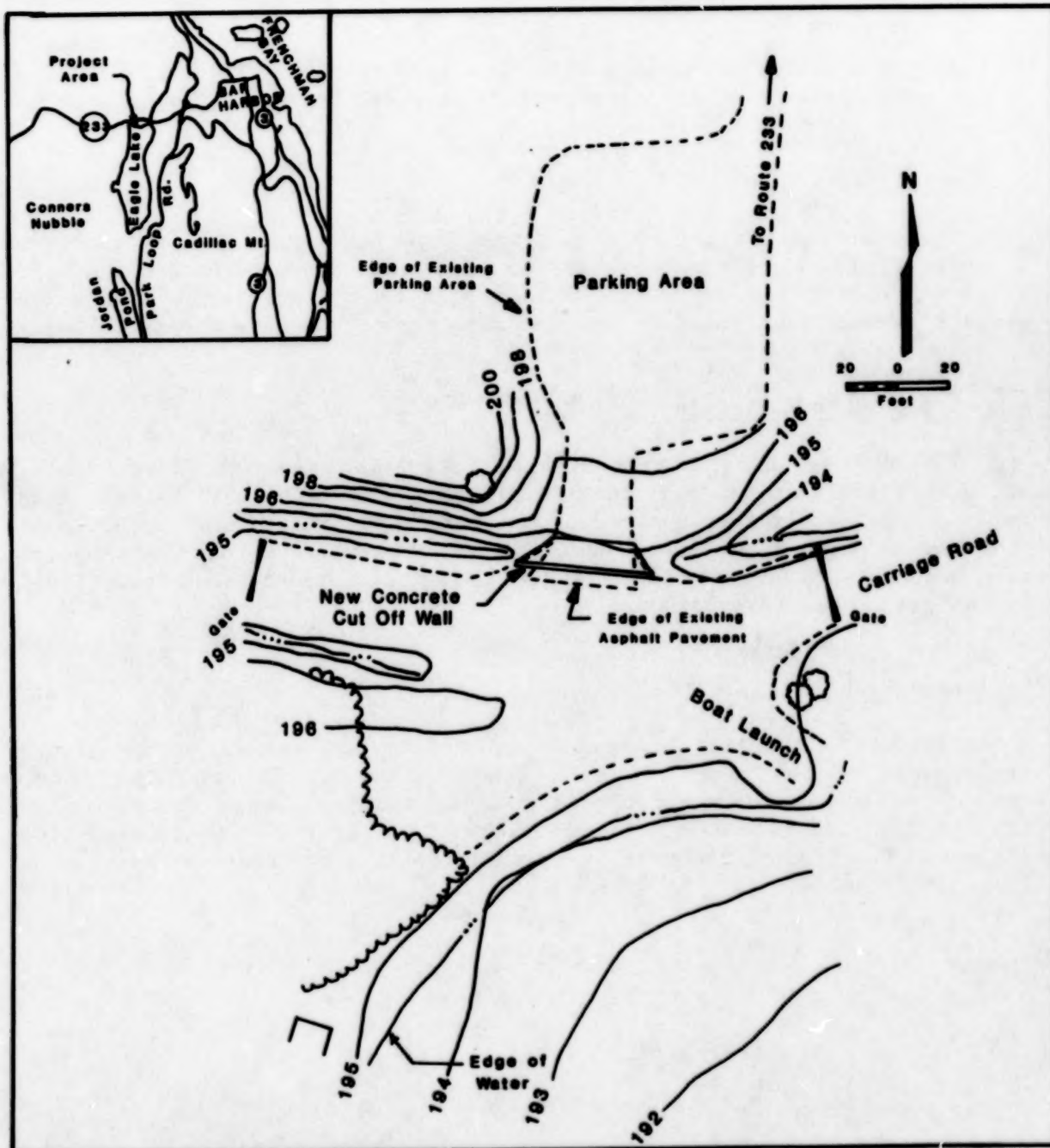


Figure 8. The Proposed Eagle Lake Boat Launch Plan (Modified from F.H.W.A. 1988:Sheet 39).

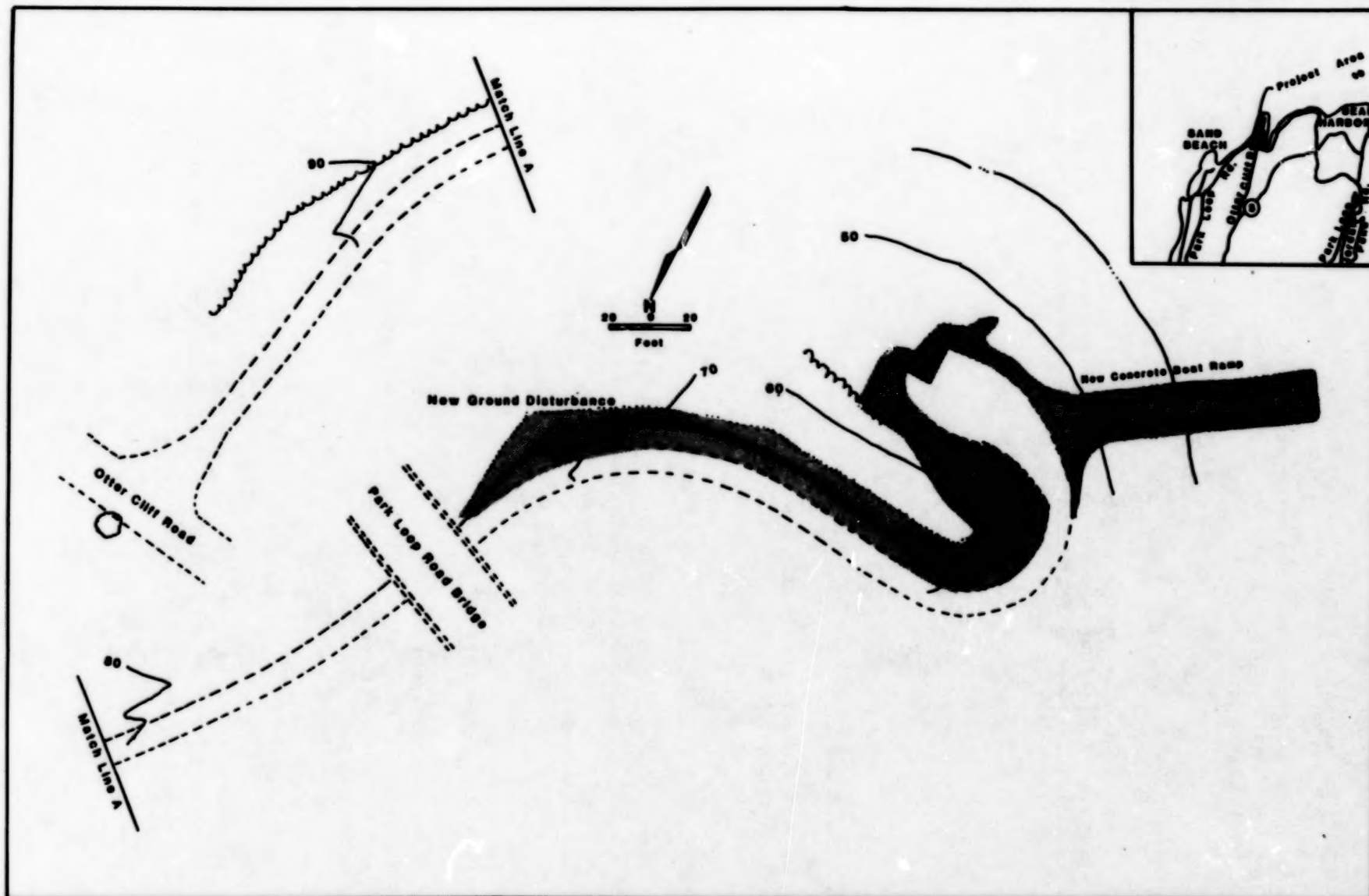


Figure 9. Proposed Construction Along the Fish House Road (Modified from F.H.W.A. 1988:Sheet 40).

Archeological Investigation

A surface inspection of the construction sector was performed. All of the sections to be impacted by the proposed work were found to have previously been disturbed.

Recommendations

Given the limited scope of the proposed construction and its location within areas of previously occurring ground disturbance, no further archeological investigation is recommended for the current construction.

Tarn Parking Area

Cultural Background

No sites have previously been recorded within the area of the proposed construction.

Proposed Construction

The proposed construction (Figure 10) consists of the partial redesign and pavement of an existing gravel parking area. The largest ground disturbances occur along the northwestern corner, with the addition of a wider turn-in to the parking area, and along the north end, with the addition of a bus stall.

Archeological Investigation

A surface inspection of the proposed construction sector was performed. All of the areas within the scheduled impact sector exhibited evidence of prior ground disturbance. No indications of cultural materials were noted.

Recommendations

Given the limited scope of the proposed construction and its occurrence within a sector of previously disturbed ground, no further archeological study is recommended at this time.

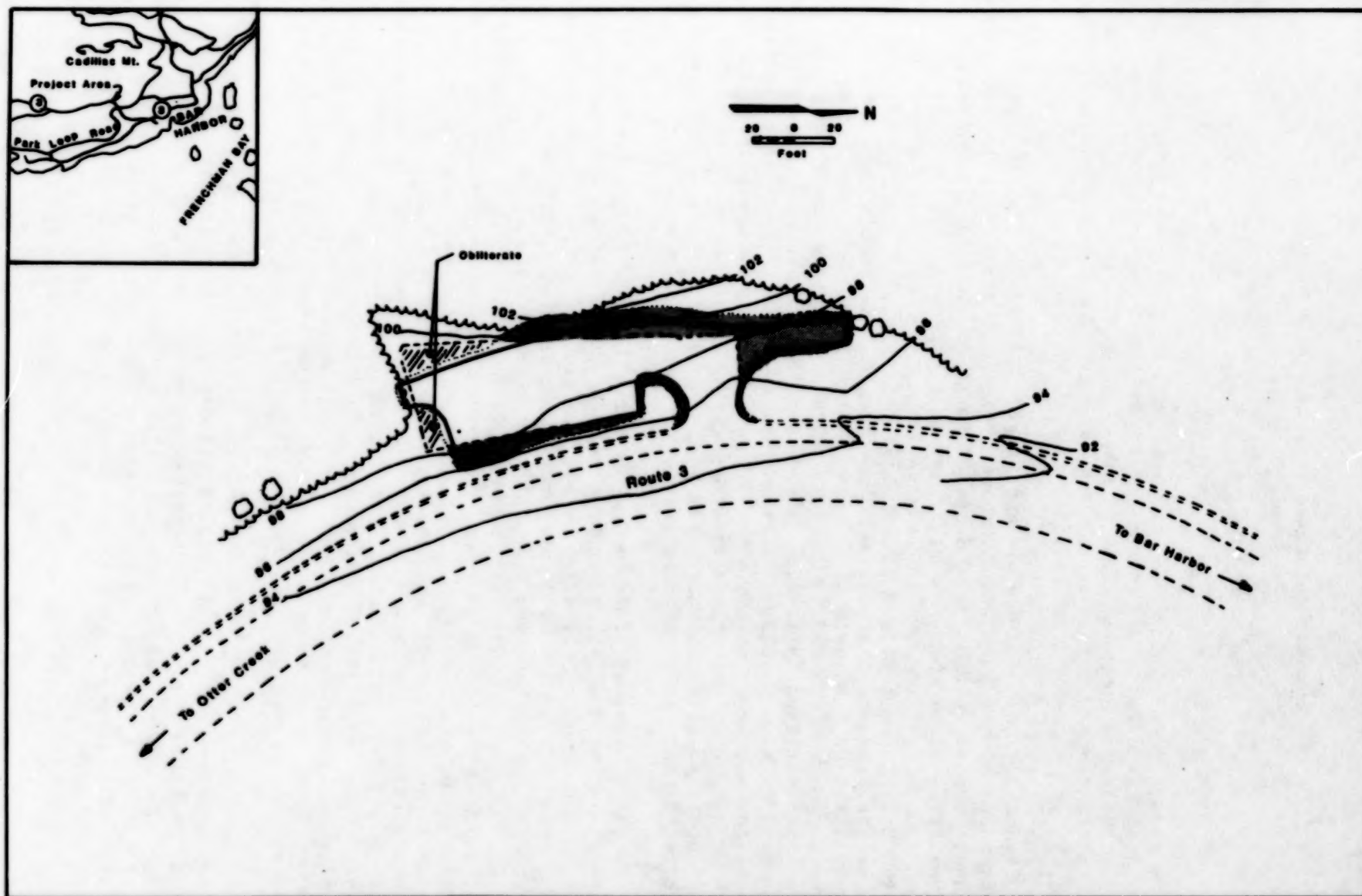


Figure 10. Proposed Tarn Parking Area Plan (Modified from F.H.W.A. 1988:Sheet 44).

Schoodic Point and Schoodic Loop Roads

Cultural Background

Several prehistoric and historic sites, previously identified by David Sanger and Barbara Johnson (1977) of the University of Maine, are situated near the project areas. These sites include 44-45, 44-49, and 44-52 along the shoreline of the Schoodic Peninsula and 44-50 and 44-51 along the shoreline of Pond Island.

Sanger Site 44-45 (Johnson and Sanger 1977:32-34) is located at the northern end of the park boundary near Mosquito Harbor. It has west and southwest exposures and faces Sanger Site 44-49, across the harbor. The University of Maine archeological investigation encompassed a surface collection of the beach and the excavation of several test squares which totaled 3 1/2 square meters and of 6 shovel test pits. Shell middens of both prehistoric and historic age were noted. The prehistoric assemblage included flakes, fragments of 2 bifaces, and 84 bones. The latter category consisted of mammal, bird, and fish bones. Of these bones, only moose was identified by species. No chronological determination was made based on this assemblage. The historic structures included granite foundations and a stone-lined well. A 1913 penny was recovered from a depth of 20 cm and other historic artifacts, from depths of up to 30 cm. These depths suggest that this area was, at one time, plowed. Site 44-45 exhibited deterioration and destruction by erosional processes.

Sanger Site 44-49 (Johnson and Sanger 1977:35-39) is situated at the northern end of the park boundary near Mosquito Harbor and the Frazer Point Picnic Area. This site is a discontinuous series of occupational loci. The University of Maine archeological study included a surface inspection of the shoreline and a program of excavation which consisted of fifteen 50 cm by 100 cm test units and 20 shovel test pits. Prehistoric shell middens were identified. The recovered cultural materials were flakes, stone and bone tools, pottery, and 558 animal bones. Of these artifacts, of note were two chert, stemmed bifaces which were typologically dated to c. 550 B.C. to 50 B.C. Two dark soil features were, also, identified. 517 animal bones from one test unit were further classified as 49 bird, 305 fish, and 163 mammal. The latter exhibited evidence of having been processed for bone marrow. At the time of the survey, Site 44-49 showed evidence of deterioration and destruction by erosion, visitor use, and looting.

Sanger Site 44-50 (Johnson and Sanger 1977:40-41) is located along the northeastern end of Pond Island, facing West Pond Cove. The University of Maine archeological investigation used a combination of shoreline surface inspection and of the excavation of an unspecified number of shovel test pits and 3 1/2 square meters of test units. Flakes, a biface, and a crudely flaked cobble were retrieved. Site 44-50 exhibited severe losses due to erosion.

Sanger Site 44-51 (Sanger 1974) is located along the southeastern tip of Pond Island, facing West Pond Cove. The University of Maine archeological survey utilized a surface inspection of the beach area. A shell midden was identified but no artifacts were recovered. Erosion damage was determined to have been extensive.

Sanger Site 44-52 (Johnson and Sanger 1977:41) is situated along the southeastern end of Schoodic Peninsula, facing East Pond. The site is near the Blueberry Scenic Turnout. The University of Maine archeological testing included a surface inspection of the beach and the excavation of three 1/2 m by 1 m test units, one 1 meter square test unit, and an unspecified number of shovel test pits. The prehistoric artifacts included flakes and bifaces. The historic materials included a gunflint, nails, and glass. As at the other shoreline sites, erosional damage was significant.

Proposed Construction

The proposed construction along the Schoodic Point Road consists of a single segment of work while that along the Schoodic Loop Road includes five segments (F.H.W.A. 1988:Sheet 14). The former project affects approximately 50 feet of roadway and the latter project, about 490 feet. The proposed construction entails the placement of an erosion control system. This system (Figure 11) is comprised of a gabion basket adjoining the roadway and of a combination of riprap and armor stone facing the water side.

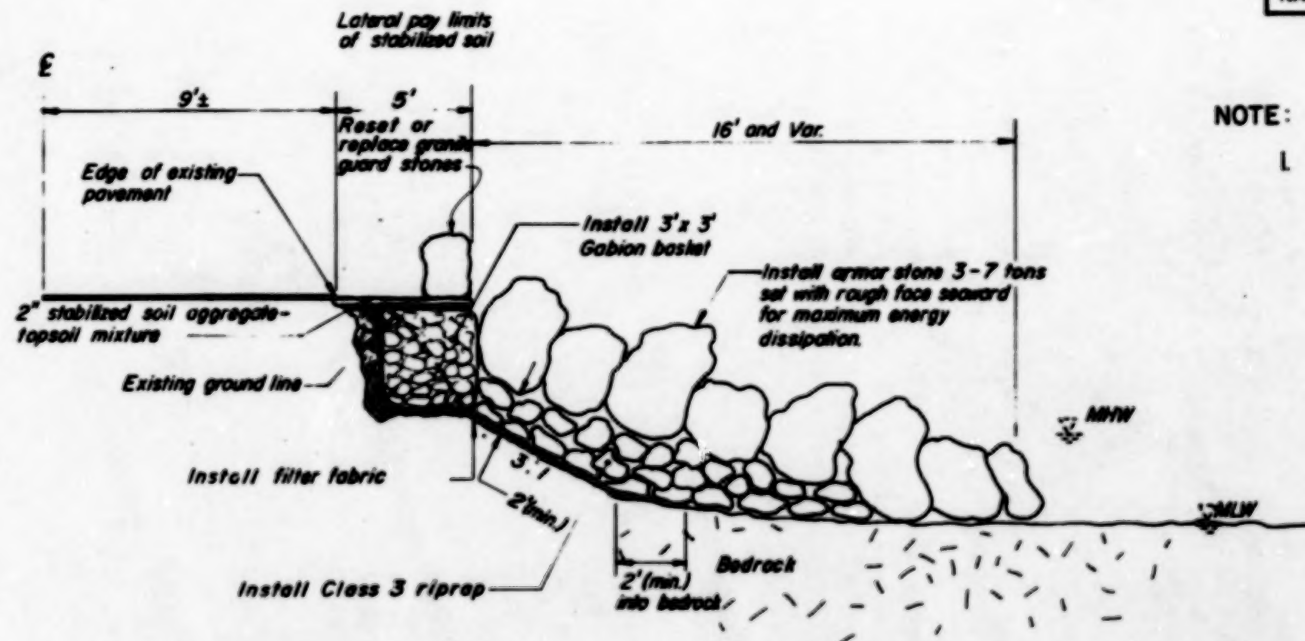
Archeological Examination

The locales of the proposed erosion control work were visually examined. This observation revealed that extensive levels of existing erosion damage and of prior roadway-construction disturbance were present at these locales.

Recommendation

Given the nature of the proposed erosion-control solution, no further archeological investigation is recommended for the current projects.

RES.	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
NA	ME	PRA-ACAD 12(2), etc.	71	



NOTE:

- I. Centerline for Rte. 249 and 301 stationed in the field June, 1987 with P-K nail every 500'.

Location of permanent erosion control work:

A. Schoodic Loop Road (Rte. 301): Project PRA-ACAD 30(1)

21+50.00 to 22+50.00	Rt.
37+00.00 to 38+50.00	Rt.
39+50.00 to 40+50.00	Rt.
44+00.00 to 45+00.00	Rt.
64+30.00 to 64+70.00	Rt.

B. Schoodic Point Road (Rte. 249): Project PRA-ACAD 249(1)

20+50.00 to 21+00.00	Lt.
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PRA-ACAD 249(1) & 301(1)
SCHOODIC PENINSULA
PERMANENT EROSION
CONTROL DETAIL

Figure 11. Proposed Erosion Control Work for Locales Along the Schoodic Loop and Schoodic Point Roads (F.H.W.A. 1988:Sheet 71).

Pump House Parking Area

Cultural Background

No sites have been previously recorded at this locale.

Proposed Construction

The proposed construction (Figure 12) at the Pump House Parking Area is limited to the pavement and minor redesign of the existing facility.

Archeological Investigation

Only a surface reconnaissance of the proposed impact sector was conducted. The short extension of the parking area to the east occurs along an existing dirt road. No disturbed cultural resources were observed within the vicinity of the existing facility.

Recommendations

Given the restricted nature of the new ground disturbance, no further archeological study of the area is recommended within the current project.

Seawall Group Campground

Cultural Background

A review of cultural resource maps and archeological surveys reveals no previously recorded sites at this locality.

Proposed Construction

The construction proposed for this locality is minimally intrusive. It consists largely of a repaving of 1,265 feet of roadway and an accompanying clearance and grubbing of 4-foot wide shoulders (F.H.W.A. 1988: Sheets 8, 14, and 15).

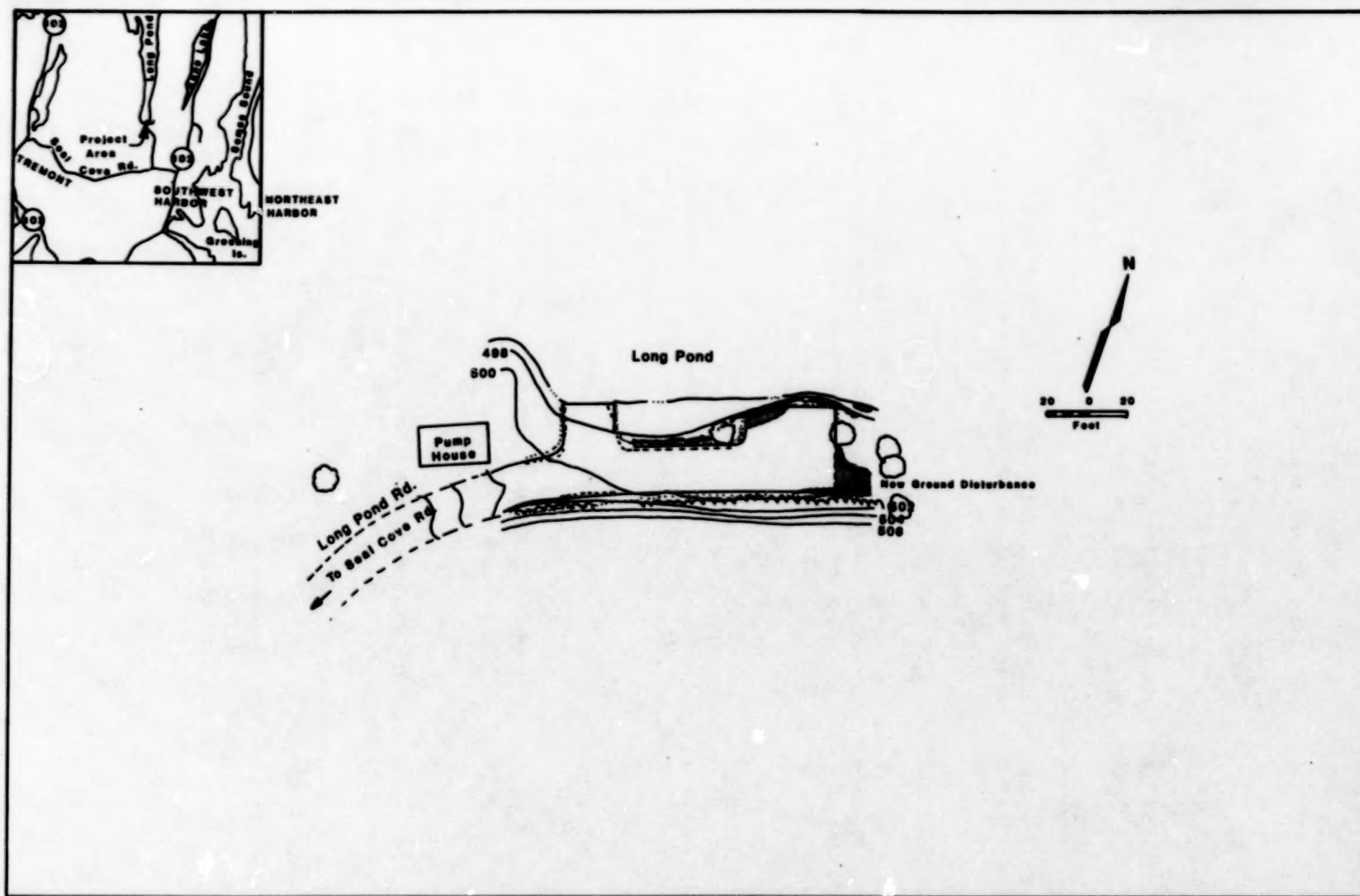


Figure 12. Proposed Pump House Parking Area Plan (Modified from F.H.W.A. 1988:Sheet 47).

Archeological Investigation

An archeological surface inspection of the construction corridor indicated neither existing, intact ground surfaces nor cultural resources which would be affected by the proposed construction.

Recommendations

No further archeological study is recommended for the current project. The proposed construction is, for the most part, confined to the existing roadway. The proposed grubbing and clearing is restricted to 4-foot wide corridors and is located within areas of previously disturbed ground.

Carroll Farm Access Road

Cultural Background

Small scale archeological studies were performed at the John Carroll home, c. 1825, in 1979 and 1984. This residence lies to the northeast of the terminal end of the currently proposed construction corridor. Both the 1979 work performed by Thomas Mahlstedt and the 1984 work conducted by Dick Ping Hsu were associated with construction activities. Mahlstedt's (1980) archeological testing and monitoring were related to excavation for a buried drainage system which led away from the east and west sides of the residence.

Hsu's work (1986) was begun only after some initial construction disturbance had occurred. The 6 by 9 by 3 foot construction pit was cleaned to examine the soil profile and the excavated dirt was sifted for artifacts. A 2-foot square test pit was archeologically excavated by Hsu to the northeast of the first pit. A second 2-foot by 4-foot test pit was, also, archeologically excavated to the southeast of the bulkhead along the southeast side of the house.

Hsu's investigations revealed a charcoal laden stratum, about 0.17 foot thick, which overlay a sterile yellow sand subsoil. He interpreted the charcoal stratum as the charred slash from the preparation of logs for building the house. Above this, he found 0.25 foot of sterile yellow sand which he felt represented the spoils from the foundation trench and half cellar. He found the top 0.33 to 0.42 foot to be a sod and humus layer.

The 1984 archeological study recovered 215 artifacts from Test Pit 1, 170 artifacts from Test Pit 2, and 707 artifacts from the backdirt of the construction excavation. Hsu felt that his assemblage was relatively non-descript. The ceramics dated, for the most part, from the mid-to-late

19th century. The cartridge casings dated from the mid-twentieth century. Mahlstedt's collection had been misplaced and little comparative synthesis could, therefore, be made with it.

Proposed Construction

The proposed construction (Figure 13) calls for the building of an access road to the Carroll Farmhouse, a visitors' parking facility, a handicapped visitors' parking area, and a bus stall. This work entails about 1,287.73 feet of roadway and 2,380 cubic feet of excavation (F.H.W.A. 1988:Sheets 14 and 15). About 200 feet of this roadway toward the terminal end overlaps an existing gravel road.

Archeological Investigation

A series of 28 shovel test pits were excavated at intervals of 50 feet along the centerline of the proposed roadway. The initial test pit was located 50 feet in from the intersection of State Route 102 and the entrance of the proposed access road. The exposed soil profiles varied somewhat, with all having an upper stratum of black, humic materials of from 0.2 to 0.5 foot thickness. Intermittently throughout the road corridor, a light gray to gray, ashy sandy silt of 0.1 to 0.4 foot thickness was noted below the humus. The subsoil tended to be a yellowish brown to dark yellowish brown, silty sand. Towards the middle of the corridor, standing water was observed.

Collapsed stone wall segments were noted to the northeast of the end of the initial third of the proposed road corridor and to the north/northeast of the last third. None of these segments, however, fall within the construction sector. No artifacts were recovered in any of the shovel test pits. (Bifacially knapped artifacts of prehistoric origin, however, were noted among the shoreline gravel materials which have been utilized to surface the existing gravel roads. Since these artifacts are not local to the Carroll Farm and are of uncertain geographic origin, little archeological value can be ascribed to them at this time.)

Recommendations

Given the absence of any archeological materials in the test units and the general shallowness of the soils, it is unlikely that any significant cultural deposits lie along the proposed access road route. Thus, no further archeological study is recommended in association with the current project.

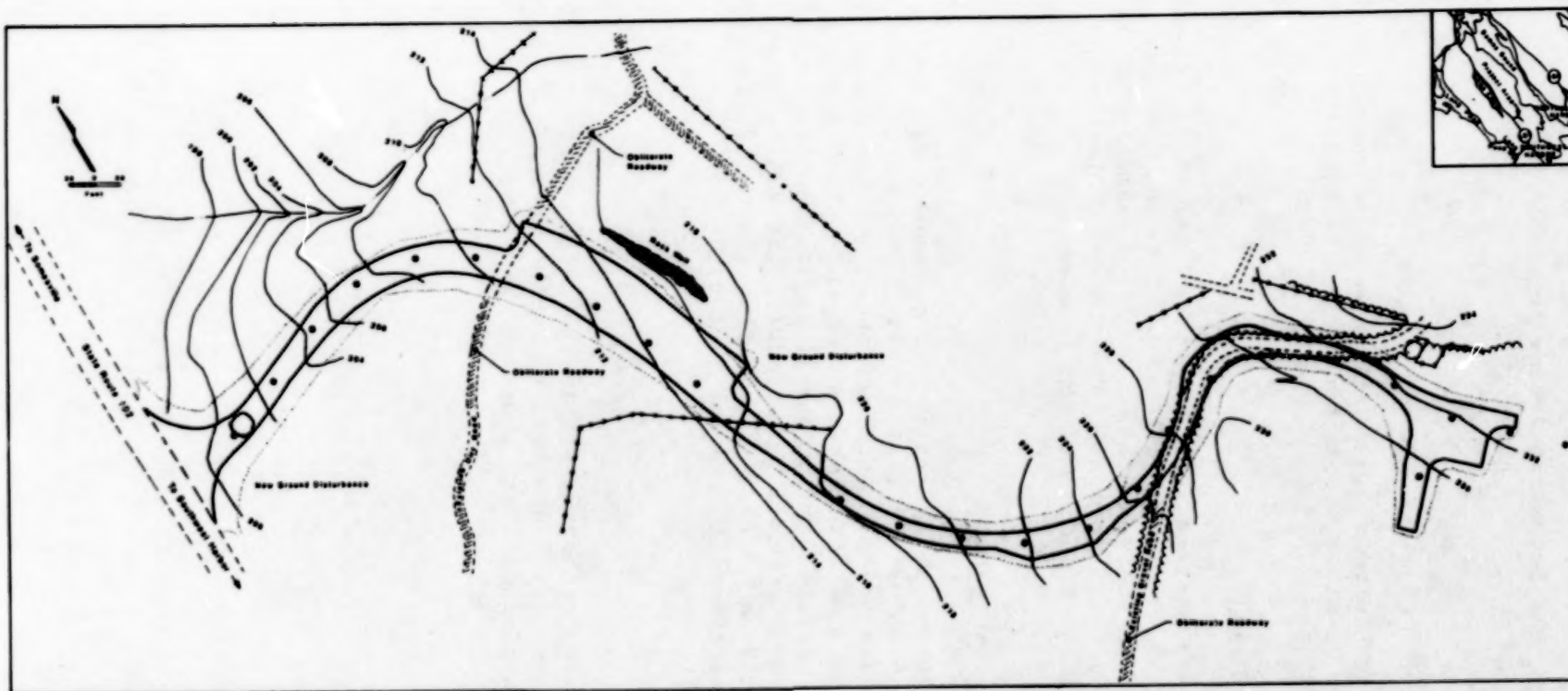


Figure 13. Archeological Site Plan for the Carroll Farm Access Road (Modified from F.H.W.A. 1988: Sheets 50-51).

Ledgelawn Avenue Intersection

Cultural Background

A review of cultural resource base maps and archeological survey reports revealed no sites within the immediate locality.

Proposed Construction

The proposed construction (Figure 14) calls for the redesign of the existing triangular-shaped intersection into a T-shaped intersection. This work entails the elimination of two segments of roadway and the construction of a third segment. The new construction involves less than 100 feet of ground not under existing roadway.

Archeological Investigation

The two segments to be removed from roadway use have previously been disturbed to such an extent that no new ground disturbance is anticipated during their obliteration. A single shovel test pit was excavated within the center of the new link between Ledgelawn Avenue and Park Loop Road. This results of this test unit as well as surface inspection indicate that the area within the existing intersection had earlier been employed as a barrow pit for the soils used in building the existing roadway berms. No artifacts were recovered in the one test pit.

Recommendations

Given that all the areas within the proposed construction sector have previously been heavily disturbed, no further archeological effort at this locale is recommended during the present project.

Old Farm Road

Cultural Background

No sites were revealed, during a review of cultural resource maps and archeological reports, along the route of the proposed construction.

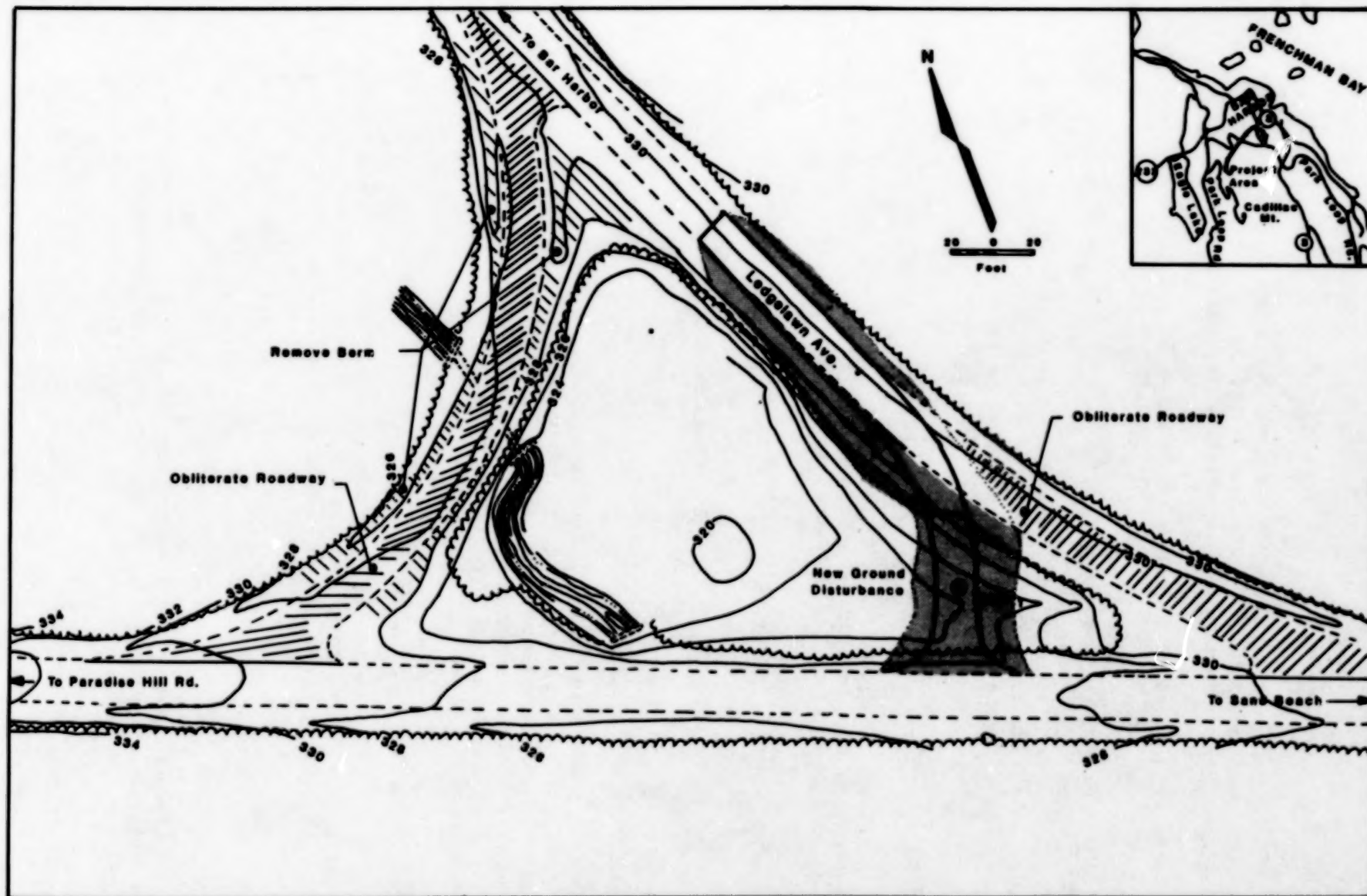


Figure 14. Archeological Site Plan for the Proposed Ledgeawn Avenue Intersection (F.H.W.A. 1988:Sheet 58).

Proposed Construction

The proposed construction, except for grubbing and clearing along a 4-foot wide shoulder, is limited to either a pavement overlay or a pavement reconstruction of an existing roadway (F.H.W.A. 1988:Sheets 11, 14, and 15). About 1095 feet of roadway is affected by the pavement overlay. A total of 350 feet is included in the pavement reconstruction.

Archeological Investigation

A surface inspection of the road shoulders indicated that the shoulders adjoining the existing roadway had previously been disturbed. Further, no evidence of displaced cultural materials were observed.

Recommendations

Given the relatively low impact of the proposed construction and the absence of any indications of potentially endangered cultural resources, no additional archeological study is recommended for the present project.

St. Croix Road

Proposed Construction

The proposed construction along the St. Croix Road entails work along about 510 feet of the existing roadway (F.H.W.A. 1988:Sheets 11, 14 and 15). This work consists of a slight widening and of a rebuilding of a segment of the present road. Some ditch work and clearance and grubbing along an approximately 4-foot wide shoulder are planned.

Archeological Investigation

A surface examination of the shoulder area was conducted. This area was found to have been disturbed during the original roadway construction. Moreover, no indications of cultural materials displaced by this earlier work were noted.

Recommendations

Given the restricted nature of the proposed road work and the existence of prior ground disturbance in the non-paved portions of this project, no further archeology is recommended at this time.

SUMMARY

No significant cultural resources were located during the current archeological survey. In general, most of the areas which were investigated exhibited extensive prior ground disturbance within the proposed construction sectors. Therefore, no additional archeological investigation or monitoring is recommended for this project.

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